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July 6, 1992

TO: Minerals File

FROM: D. Wayne Hedberg, Permit Supervisor *DWH*

RE: Site Inspection, Tenneco Minerals Company, Goldstrike Mine, M/053/005,
Washington County, Utah

Date of Inspection: July 2, 1992
Time of Inspection: 10:30 a.m. - 12:00 noon
Conditions: Sunny, warm
Participants: Larry Gore, BLM; Robert Wilson, Tenneco Minerals; Wayne Hedberg, DOGM

The purpose of this site inspection was two fold. The BLM was scheduling a quarterly inspection to evaluate the entire mine site. The Division of Oil, Gas and Mining wanted to evaluate the extent of current development on the haul/access road to the new Covington pit. The Division has recently approved of this mine plan permit amendment.

We made a brief stop at the Tenneco mine office to see Mr. Ken Kluksdahl, mine manager. We discussed the joint state and federal permit review status of Tenneco's permit revision application. Mr. Kluksdahl was informed that the BLM and Division hope to proceed with concurrent issuance of 30-day public notices within the next 2-3 weeks. Following these discussions, we proceeded to inspect the ongoing development of the Covington pit/haul road amendment.

The first stop was at the road culvert which will bypass the Arsenic Gulch drainage under the haul road. The operator has installed a 7-7 1/2 foot diameter steel culvert at this location. Mr. Wilson indicated that this culvert is approximately 250 feet long. The interior of this previously used culvert has been reinforced with some welded steel cross members as a means of strengthening the culvert. Mr. Wilson indicated this action was performed after a section of the culvert had become partially distorted during installation. The culvert is buried beneath approximately 20-30 feet of fill on the upstream end.

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The Division expressed some concern upon inspection of the alignment of the culvert. It was not in the location or oriented as indicated on the approved maps. Apparently, the operator has straightened and rerouted a portion of the access road, thereby changing the proposed alignment for this culvert. This realignment has created the need for another culvert on the adjacent Peg Leg Gulch drainage. The original plan showed both of these drainages being bypassed through the 7 foot culvert.

Tenneco has buried a second (2-foot diameter) corrugated plastic culvert under the new haul road which will bypass drainage from Peg Leg Gulch. A third (@3 foot diameter) corrugated plastic culvert was in the process of being installed to bypass runoff originating from the unnamed drainage above the proposed West Arsenic pit. No low-flow crossings had been installed at the time of our inspection. Mr. Wilson stated that their contractor has expressed some reservation and concern over constructing the proposed low flow crossings.

Approximately half of the distance to the Covington pit has been grubbed by the operator. Construction equipment was actively clearing the area at the time of our inspection. Topsoil has been stockpiled at a number of locations along the boundaries of the grubbed areas (principally on the north side of the haul road corridor). Overall, the Covington pit project development appears to be proceeding on schedule and according to plan.

Several photographs were taken of the development and disturbance. Following the conclusion of the inspection of this area, I left the mine site and Mr. Larry Gore continued his inspection of the overall mine property. I will contact Tenneco's consultant, JBR, to be sure we get updated maps showing the road alignment and culverting changes. Any other minor changes will also need to be included on these maps so that our files are kept current and accurate.

jb
cc: Larry Gore, BLM, Dixie RA
Robert Wilson, Tenneco Minerals
StGeorge